

SR-12 Environmental Study

ESCALANTE TO BOULDER

Research Methodology

This report is based on the results of Comment Form #3 for the SR-12, Escalante to Boulder, Environmental Study Project. The comment form was distributed at a public meeting held on February 7, 2006 in Escalante, Utah and was also posted on the project web site at www.udot.utah.gov/sr-12 from February 20, 2006 through March 24, 2006. A link to the online comment form was emailed to the project database on the following dates: February 21st, February 27th, March 7th, and March 15th. The overall goal of the comment form was to assess the public's opinion on possible solutions for the SR-12 corridor that were suggested by the public, members of the Context Sensitive Committee (CSC), and the project team.

Comment Form

The comment form questions fit into three categories. They are as follows:

- Possible Solutions to be Carried Forward
- Possible Solutions that Need Further Input
- Possible Solutions *Not* to be Carried Forward

Each category gave the respondent an opportunity to *carry an option forward*, *not carry an option forward*, or, if they were unsure, choose *undecided*. Each option also included a free-response area for comments. At the end of the comment form, a free-response section was provided to give respondents the opportunity to provide any additional comments on the project. (The exact wording from the comment forms has been used in the comments. Any spelling or grammatical errors have been included.)

Explanation of Data

The comment form results are depicted in the following data summary and by pie charts and graphs. Following each pie chart and graph are any comments or free responses related to that specific question. At the end of this report is a list of the comments received in the free-response section that was provided at the end of the comment form.

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Data Summary

In order to provide a concise overview of the comment form results, the following bulleted list summarizes the preferences of the majority of respondents. This section only examines what the majority of respondents stated and does not reference the minority opinions. The complete comment form report, which follows this summary, includes all responses submitted.

- 152 comment forms were submitted
 - 72% of respondents agree that *Provide Educational Improvements* should be carried forward
 - 81% of respondents agree that *Develop a Maintenance Plan for SR-12* should be carried forward
 - 67% of respondents agree that *Obtain Right-of-Way* should be carried forward
 - 71% of respondents agree that *Improve Signing and Striping* should be carried forward
 - 57% of respondents agree that *Improve Intersection at Hole-in-the-Rock Road* should be carried forward
 - 57% of respondents agree that *Improve Intersection at Calf Creek Campground* should be carried forward
 - 40% of respondents disagree that *Replace Calf Creek Bridge and Realign Calf Creek* should not be carried forward
 - 39% of respondents stated the *Modify Speed Limit* option should be carried forward
 - 37% of respondents stated the *Increase Parking and Speed Enforcement* option should be carried forward
 - 63% of respondents stated the *Widen Shoulders* option should be carried forward and that 4-foot shoulders are the preference
 - 61% of respondents stated the *Accommodate Bicycles* option should be carried forward and that 4-foot shoulders for bicycles is the preference
 - 38% of respondents stated the *Add Rumble Strips* option should not be carried forward

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- 78% of respondents stated the *Provide Passing Opportunities by Adding Pullouts* option should be carried forward
- 48% of respondents stated the *Improve Speed Transitions* option should be carried forward and that signing is the preference
- 44% of respondents stated the *Flatten Curves* option should *not* be carried forward
- 48% of respondents stated the *Provide Barrier in Selected Locations* option should be carried forward and that aesthetic treatments are the preference
- 40% of respondents stated the *Improve Sight Distance* option should be carried forward
- 48% of respondents agree that *Restrict Bicycles on SR-12* should *not* be carried forward
- 45% of respondents agree that *Build Bypass Around SR-12* should *not* be carried forward
- 44% of respondents disagree that *Accommodate Bicycles by Adding a Separate Bicycle Path* should be carried forward
- 43% of respondents agree that *Improve Animal Control with Wildlife Fencing and Crossings* should *not* be carried forward

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Possible Solutions to be Carried Forward

I Agree (Should be Carried Forward)

I Disagree (Should Not be Carried Forward)

Undecided

Do Nothing (this option will automatically be carried forward in accordance with NEPA guidelines)

Comments on Do Nothing:

- Something needs to be done before someone gets killed. I drive the road quite often. There are blind turns and hills and some people on bikes don't seem to realize that riding in the middle of the road because they don't want to get stickers in thier bike tires could get them hurt. I also ride horses and a mountain bike and I show respect to the traffic.
- Need an EIS
- yes, yes, yes. the road is an experience, many tourists cite as a highlight of their trip.
- I can't answer this because I haven't seen all of the possible solutions, however, I would favor LESS improvement over more improvement.
- I love this highway (bet you haven't heard that. Any changes that would change its character would be very unwelcome, particularly widening and straightening the road for easier accessibility for RV's.
- I agree with the DO NOTHING option.
- Agree - This unique section of highway should not be "improved". It is one of most scenic highways in the US and should remain as is for all to enjoy. Tell the folks in the 50" moterhomes to take another route !
- As a ten year resident of Boulder I feel very strongly that this is the best alternative
- This section of highway is so unique and beautiful that I believe drivers and bicyclers should have the ability to enjoy it in addition to just traveling from Boulder to Escalante.
- great idea. Spend the tax money on roads elsewhere in the state.
- Don't touch it other than std. maintenance.
- I have traveled this route many times and often during holiday weekends. I have found there to be little to no problems with traffic and have only heard of problems with animals. It is one of the prettiest scenic drives around and I would hate to lose that by adding more to the natural beauty of it.
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improve striping and signing would probably be the least objectionable. Do NOT lower the speed limit; it's too low already. :) Thanks! Jeff Davis American Fork
- You cant do Nothing. But what ever it is, dont impact the precious resource that highway is. Don't wide it, dont put up more signs, just keep it maintained and do it in a minimal way as to not impact the area.

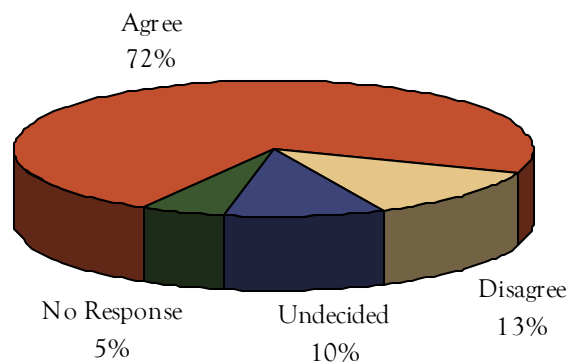
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- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Yes,i agree,this would be the best solution...do nothing to upset the current route
- No buttons here? In general, aside from maintenance issues, I would like to not see much change. What UDOT did at the Escalante Visitors Center, making it look like a freeway, was just over the top, too much. I think it's very sad. Changed the character considerably, and we already have a problem with people speeding into town, which widening the road only encourages.
- Undecided
- Agree
- Disagree
- Disagree
- Agree
- Disagree
- Disagree
- Disagree
- Disagree. There is much to be done that must be done!
- Disagree
- let the character and beauty of the road remain as is. normal maintenance is all that is required

Provide Educational Improvements

(includes educating the users of SR-12 on various safety issues and the general terrain of SR-12)



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Comments on Provide Educational Improvements:

- Implies more signs. Not a good idea. Provide "education" at UDOT reststops and Monument office in Escalante only.
- I'm not sure what "educating the users" would entail.
- Need an EIS
- very limited
- This "option" is a cop out that accomplishes nothing.
- It is difficult to comment on all aspects of this proposal for the reason that whatever is built in the end is nearly impossible to visualize as a text only proposal. The aesthetics of any road enhancement is of utmost concern to most of the people I speak with as well as myself. I am concerned that the architecture of Educational Kiosks or whatever they may be called will not be in sync with the natural landscape. I think Tim Clarke who is a Boulder, Utah Landscape Architect and The Design Group should head up and direct any and all designs for Kiosks, Buildings, and so on as they were the initial design folks for the proposed and to be constructed "rest room facility and park" in Boulder located near the town Post Office. It is critical to emphasize the aesthetics of any changes in Hwy 12 as well to take advantage of the chance to remove "eye sores" such as the "concrete barriers along the Hogsback". This is truly a remarkably ugly and non-compatible safety element in the road. This needs to be removed and replaced with a "natural stone facade over a reinforced concrete wall" which will provide the safety due to a lack of shoulder while maintaining a sense of harmony with nature.
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- This information can be found at the visitor centers on either end of this stretch of SR-12. It seems it would only serve to further congest traffic along SR-12.
- People should have a heads up to some of the cautions of the road.
- Everyone has the right to know specially if they are using the road
- This way people would be informed by the condition of the road and it could help with the safety of the road if they know what to expect.

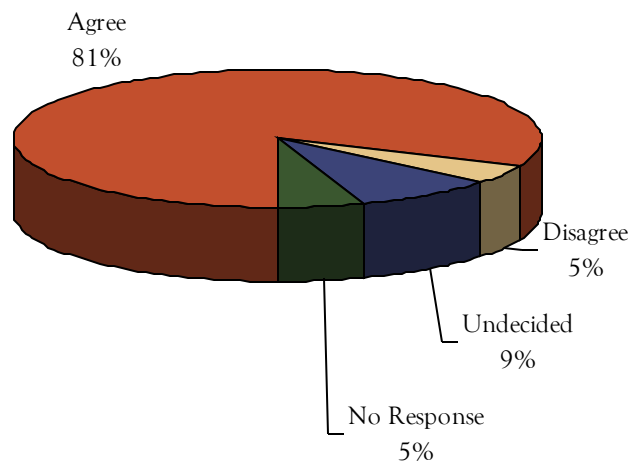
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- this should be more than safety, it should include information on the unique features and history of the area
- Education of locals and also of tourists via the visitor centers in Boulder, Escalante, and Cannonville.
- Education about what, to drive safely, I would hope that they got that in Drivers Ed. at 15 years of age
- Agreed to if educational materials are provided in written form available at local offices. Not as road signs.
- Don't mess with a road that is rated as one of the top five in the nation.
- How are you going to educate the millions of people that drive thru there? Add more road signs? Hell no. Reduce the speed limit some what and enforce it!
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Interpretation is good could use some improvement.
- Please don't "parkify" our rural road.
- This could be done with MUTCD signing and interpretive messages at waysides along the road.
- Education is more cost effective, has longer lasting benefits and would also have state-wide benefits

Develop a Maintenance Plan for SR-12

(establish standard procedures for UDOT to maintain the SR-12 corridor)



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Comments on Develop a Maintenance Plan for SR-12:

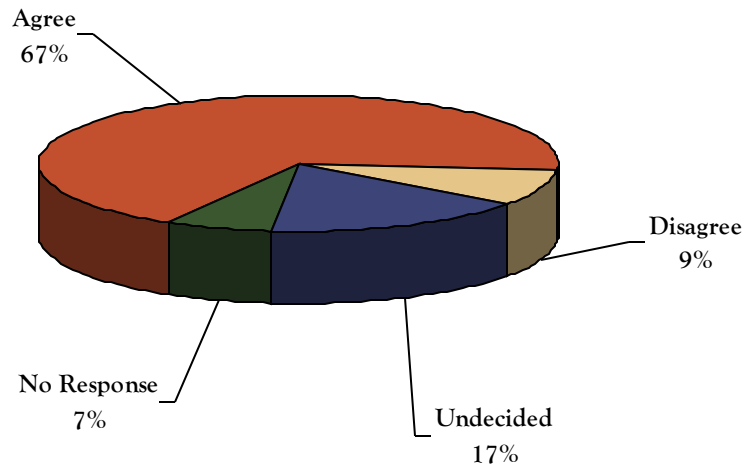
- Any Maintenance should follow the aesthetic plan, therefore if a barrier or something less than complimentary to the natural environment is replaced it should be replaced and upgraded to a natural material with a sound design.
- As long as the plan does not include widening or destruction or obstruction of the natural beauty to this area. The world wants that road maintained for all to enjoy, but keep it minimal.
- I don't see a need to restrict UDOT's ability to maintain the road in a manner that accomplishes the necessary maintenance and fits into their annual budget.
- If you did this you would be organized and it would help you out on knowing what needs to be done and what is done.
- include weed management along the corridor
- Isn't a maintenance plan already in place?
- Isn't UDOT already responsible for State Route 12
- it needs to stay working just like everything else
- Need an EIS
- No brainer!
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Seems okay
- This should include MINIMAL maintenance and no realignment or widening or anything else that would compromise the existing road.
- Vision well into the future on this to avoid conflicts 20-30 years from now.

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Obtain Right-of-Way

(this would allow maintenance crews to perform routine maintenance operations that they currently have difficulty accomplishing)



Comments on Obtain Right-of-Way:

- With stringent restrictions to confine all work within the current constructed section.
- Wherever possible, obtain ROWs. On segments bounded by WSAs, perform analysis on specific areas where there are definite safety hazards and propose solutions. Keep in mind that there may be an area or areas where fixing the road may enhance wilderness values (I'm thinking of the bridge over Calf Creek, where putting the stream back in its original channel could be considered an enhancement of those values)>
- Unless this is specifically to settle an RS2477 issue.
- This would change the look and feel of the highway and destroy the setting in which it was designated
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Only if the above and a high regard for the native plants and landscape are incorporated into a plan. Far too often the blade of a motor grader or a loader trashes the natural setting adjacent to the road itself. Basically, the rule of thumb should be the road should lay in nature itself and an abrupt change from road to natural scenery accomplishes this goal. The roadside needs to be regarded as a landscape maintenance project as well as road maintenance.

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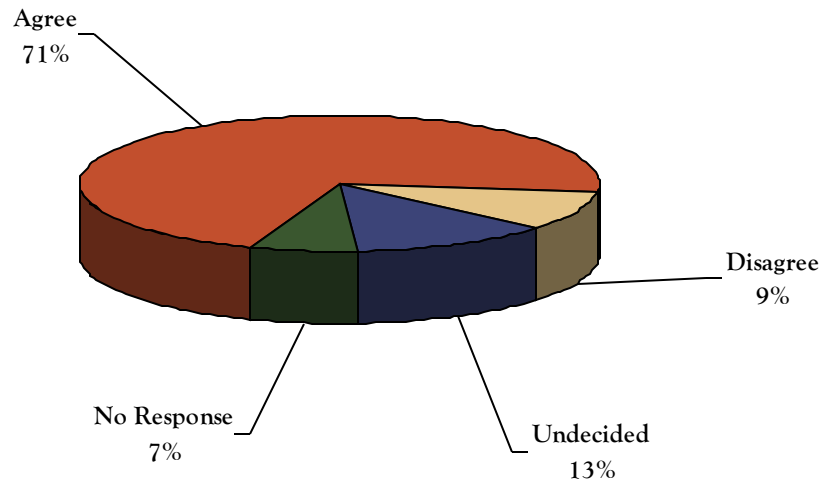
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- Only if the above and a high regard for the native plants and landscape are incorporated into a plan. Far too often the blade of a motor grader or a loader trashes the natural setting adjacent to the road itself. Basically, the rule of thumb should be the road should lay in nature itself and an abrupt change from road to natural scenery accomplishes this goal. The roadside needs to be regarded as a landscape maintenance project as well as road maintenance.
- No Just keep the road maintained as normal. Udot does not need any more right of way!
- Need an EIS
- I would need to know more concerning exactly what "obtaining a right of way" entails.
- I don't understand what this means, on the ground, what obtaining right of way...well, means. Like they can put out cones and take over the road for a while? And direct one-way only alternating traffic flow? That's fine with me.
- I am unclear as to specifics here. I assume that improvements would be made so that maintenance crews could maintain the road more effectively. I agree with this UNLESS this means adding permanent structures, ie: guard rails, paved pullouts, etc.
- Doesn't UDOT have a Right of Way along all state roads including sr-12?

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Improve Signing and Striping



Comments on Improve Signing and Striping:

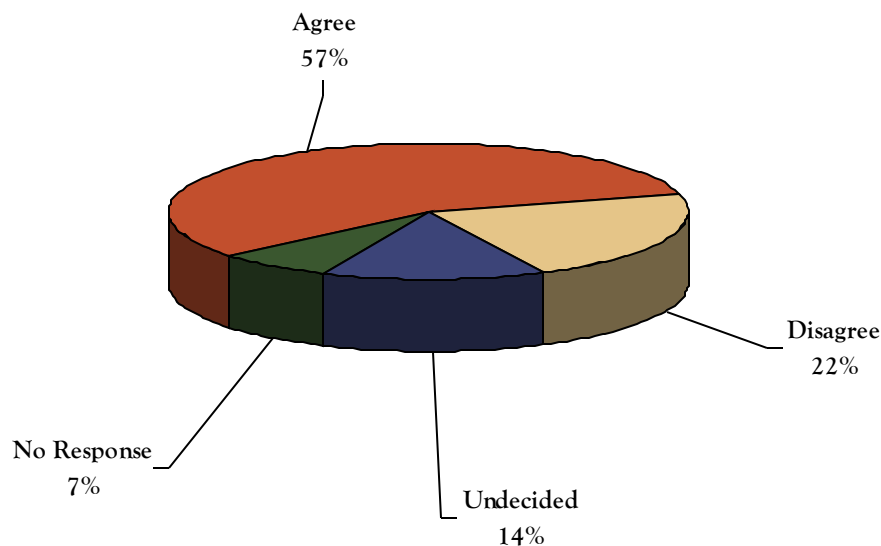
- With a particular emphasis on providing a safe shoulder for cyclists to ride on and alerting motorists to the presence of cyclists and respecting their right to use this road.
- this is too broad does one sign improve it?
- The character of Hwy 12 is partly due to the lack of excessive signage. I do not want to see the standard UDOT signage, green and white, as the signage. It should be more of the National Parks genre of design. The more rustic the more it will work to aesthetically blend into the landscape.
- The character of Hwy 12 is partly due to the lack of excessive signage. I do not want to see the standard UDOT signage, green and white, as the signage. It should be more of the National Parks genre of design. The more rustic the more it will work to aesthetically blend into the landscape.
- Specifically: BIKES ON ROADWAY, and WATCH FOR PEDESTRIANS at key points
- Signing should be kept to an absolute minimum along this stretch of highway to prevent blocking the view of the landscape
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Perhaps more specific or better-placed signs, but not *more* signs.
- Not too many or intrusive signs, please don't block the scenery.
- Need an EIS

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- In the interest of public safety, adequate signage and striping should happen. There are over 1.5 million acres of scenery similar to this in the region. Other similar areas are also combined with solitude should one decide to take advantage of them. To minimize the signage at the expense of highway safety seems absurd.
- improve, though minimize, signing
- If it help improve safety without changing the overall aesthetics of the natural surroundings. Maybe put a rumble strip in the middle of the road to help prevent crossover headons but DONT WIDEN or CHANGE THE ROAD
- I believe this is already done on a regular basis
- as long as it doesn't destroy the setting.
- A few more signs, further out from problem areas, could warn larger vehicles and vehicles with trailers of the technical aspects of the road. Similar to signage in California warning larger vehicles to avoid narrow, tight, windy roads.

Improve Intersection at Hole-in-the-Rock Road



Comments on Improve Intersection at Hole-in-the-Rock Road:

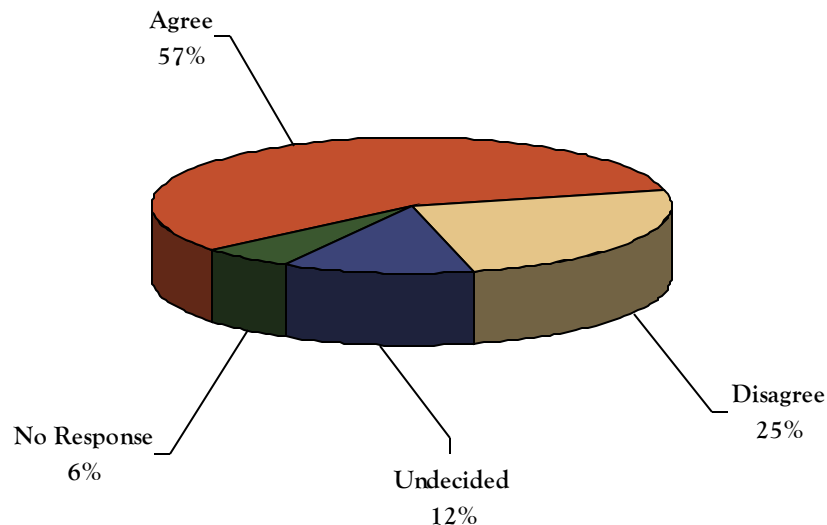
- Why? This seems to work well as it is. It is rustic and safe. To over work it will create only more less compatible intrusions into a natural landscape.
- What is wrong with the current intersection?
- This intersection is fine.
- Same with this one what is the plan/

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- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Not that much traffic, not a big problem, don't change the character of this road by highlighting the entrance.
- Not quite sure about the imperative for this. Analyzing it would obviously be fine, but it doesn't seem to be one of the pressing improvements that needs to happen soon.
- Need an EIS
- Keep it as is, Maybe reduce the speed there even more.
- If this is a dangerous intersection, it should be improved.
- I STRONGLY disagree. I encourage UDOT to contact the local search and rescue team leader out of Escalante. Every season there are motorists and hikers who get in trouble down that road. We need more education in the visitor centers, NOT a more accessible road. The point: to AVOID people making an impulse decision to turn down Hole in the Rock road, knowing nothing about it. Improving the intersection would encourage just that.
- I can't possibly imagine what would need to be improved, there is clearly an intersection there.
- Hole in the rock road has already been comprimized, don't mess with it any more

Improve Intersection at Calf Creek Campground



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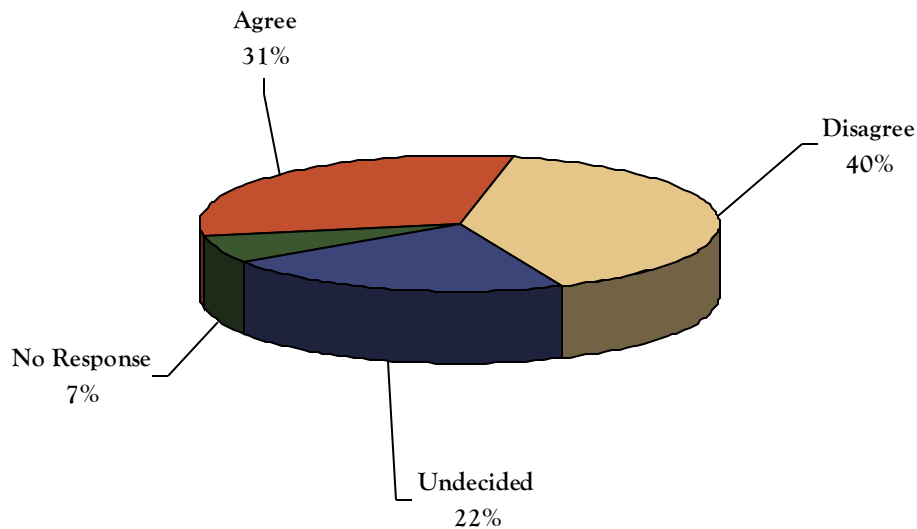
Comments on Improve Intersection at Calf Creek Campground:

- What is wrong with the intersection currently?
- What intersection? To the campground, the Calf Creek Bridge is simply that, a bridge where the highway goes over Calf Creek.
- What intersection? The parking areas are currently well-identified, and the road already goes where it needs to go.
- What Intersection? The entrance to the trailhead? If so, NO, leave it alone. Leave it gravel or dirt. Do not pave it!
- This is a dangerous part of the road because of limited space with cars pulling out onto the highway.
- The area is only a problem with drivers who are inattentive or poorly skilled
- Safety should be primary concern here
- Protect archaeological resources located nearby.
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Perhaps a turning lane to trailhead.
- Not needed in my opinion. Pedestrians can walk under the bridge on the trail. The trail system is well signed at that trailhead.
- Need to protect aquatic and stream-side habitat of Calf Creek. Further construction could have adverse impacts.
- Need an EIS
- Missed recent meetings - need to look at recommendations.
- Keep it as is, Maybe reduce the speed there even more.
- It is fine as it is.
- It breaks my heart to think that the bridge would be changed, but if it is a huge safety hazard I suppose it must be done. Just please make as few changes as necessary.
- If this is a dangerous intersection, it should be improved.
- I think you mean the turn-off to Calf Creek Rec Area? If so, then yeah, the turn is difficult for south-bound vehicles. If not, then I'm not sure what you mean.

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Replace Calf Creek Bridge and Realign Calf Creek



Comments on Replace Calf Creek Bridge and Realign Calf Creek:

- Yes, remove this "ugly concrete bridge" and replace it with something resembling the old "one way" bridge. I realize that a one way bridge is not actually safe or practical, yet a low bridge that allows floods to run over the top of it, give all visitors and us local alike the opportunity to not exclude ourselves from natural events such as a flash flood. I traveled this road for 30 years and rarely was I ever inconvenienced by a flash flood. The removal of the old bridge in 1994 was truly sad, and a loss of the heritage to our area. This is one more example of traveler isolation from a natural experience.
- What is wrong with the current bridge?]
- The current bridge is fine
- The bridge is only a problem with drivers who are inattentive or poorly skilled
- Replace the bridge only if it has deteriorated to the point of not being able to rehabilitate
- Repair the bridge as necessary but do not widen it. Reduce the speed in the area if necessary but keep it unchanged.
- Realignment should be to restore proper hydrologic function of the creek.
- Protect archaeological resources located nearby.
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Only with absolute minimal impact to Calf Creek itself.

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- only realign the creek if it is essential for safety or in order to repair damage during installation of the original road and bridge, otherwise alteration of the creek should be a last resort.
- No it is fine the way it is!
- It would ruin the beauty
- it should stay the same if you messed with it the beauty would be gone.
- If the bridge must be replaced, then use a native stone design similar to the Escalante River Bridge.
- If it will provide pedestrian access and walkways
- i don't know much about that
- I dont know if there is anything wrong with it or not.
- How will this effect Calf Creek? Leave the streambed alone. Let the BLM improve on the stream if needed. No need to get in there with a backhoe.
- Fisheries and Riparian issues need to be mitigated. Calf Creek Calf Creek contains brown trout, non-native cutthroat trout, speckled dace, and historically, it supported bluehead sucker. Construction activities that may result in any disturbance to the stream should be avoided during critical spawning months. Therefore, UDWR strongly recommends that construction activities occur outside this spawning period (April 1 - June 30).
- Don't change a thing !!
- Ditto.
- Any realignment of stream systems could negatively impact hydrologic function and disrupt aquatic ecology.
- Abhorrent, disgusting idea!!! Why? The bridge is fine, and Calf Creek does *not* need to be "realigned"!

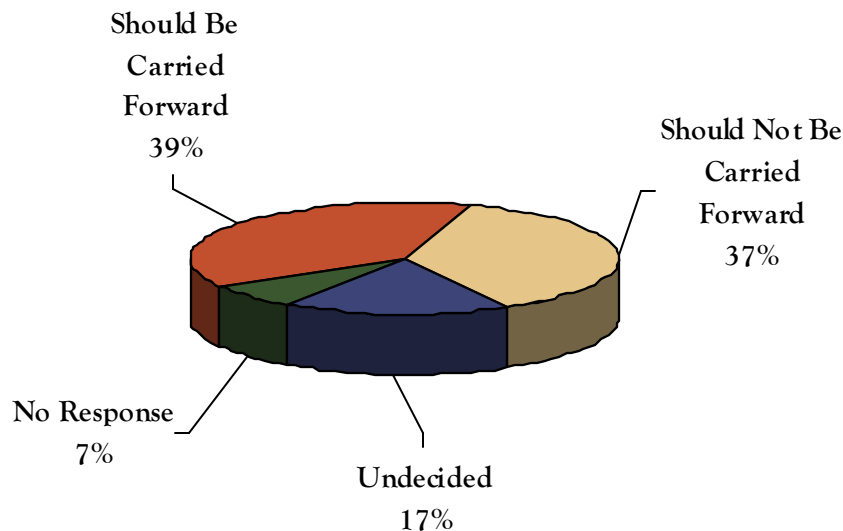
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Possible Solutions that Need Further Input
Should be Carried Forward
Should Not be Carried Forward
Undecided

Modify Speed Limit

(lower the speed limit in certain segments)



Comments on Modify Speed Limit:

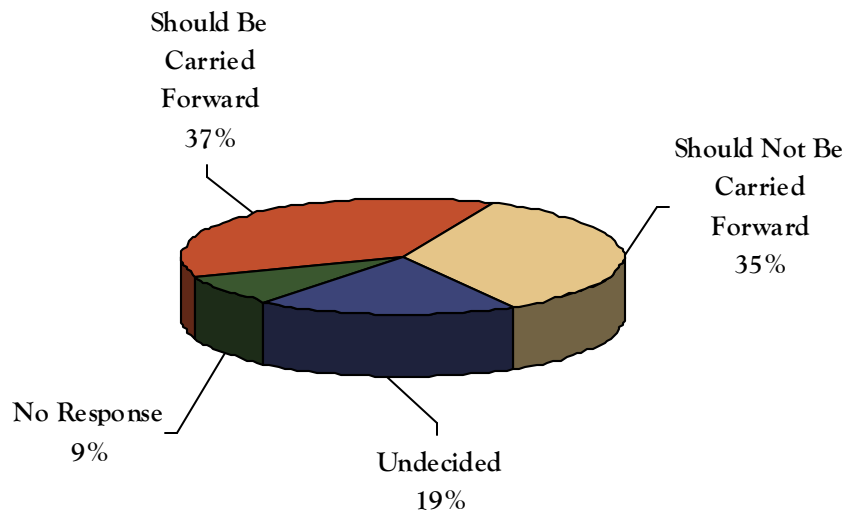
- yes, because some people don't know what kind of road they are driving on.
- Why would you want to do that, there are many more users to this road than just tourists, one group should not be catered to more than another.
- Which segments?
- To the extent needed for safety.
- This would help out on accident rates this would lower the speed and hope people abide by it but it needs to be done.
- The speed limits are fine. If the driver is not comfortable, he shouldn't be going much slower.
- The speed limit is suitable now for most areas. If you lower it too much or seemingly arbitrarily people start disregarding all speed signs. Some need to be heeded!
- the Speed limit is slow enough already.. The Slower speed just affects those of us who drive it every day.. Visitor drive it slow enough already
- The speed limit is already adequately slow, no reason to make it slower. Many studies suggest that when speed limits are too slow, drivers become complacent and pay less attention and accidents actually increase. *British Safety Institute study finding - 2002.

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- The slower you go thru there the more you get to see. Its beautiful and should be prostedted with lower speed limits but you have to enforce them if you do! That alone will reduce the uber of accidents.
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Need an EIS
- I have not noticed problems.
- I can understand the locals wanting to get thru as fast as possible, but a good constant speed limit would help sightseers enjoy the scenery more.
- Generally, posted speeds seem fine and very safe. However, people do speed through towns and that is a problem
- enforcement is key. A flat road with sweeping curves says "drive fast".
- Don't mess with a good thing.
- animal control would be more prudent. Consider a much lower night time speed.

Increase Parking and Speed Enforcement



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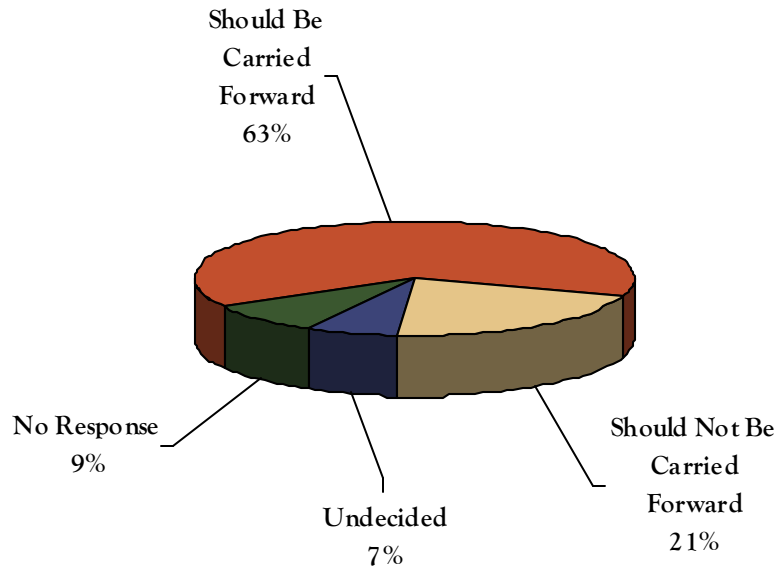
Comments on Increase Parking and Speed Enforcement:

- Yes to speed enforcements...NO to more parking!
- Who's budget is additional patrol and enforcement coming out of? That should be a consideration.
- Two different questions! Yes to parking, no to speed. More problems with parking.
- This area of the country is wild. The reason I am drawn to live here is because there is a lack of enforcement in general. One can "live and let live." Tourists either are educated and don't bother anyone, or they aren't and they get themselves into trouble: either with the law or with nature. So be it. No need for more police/law enforcement in the area, particularly for silly things like speed and parking. We don't live in a city for a reason.
- There is not enough traffic to justify increased enforcement.
- There are plenty of look-outs and pull-offs, who would be your enforcement, our county sheriff dept is already over
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Parking will always be an issue. Simply ticketing motorists will just create frustrations and anger. No one on vacation wants that.
- Parking where?
- No need.
- Need more info on where parking would be offered.
- Need an EIS
- Increase speed enforcement only
- Increase parking with shoulders.
- Increase parking where needed. Speed enforcement seems adequate.
- If you are going to address/change speed limits, you have to follow up with enforcement
- I have visited SR12 several times with youth groups, on my motorcycle, and with family. I have not noticed any speeding problems. I have however wished a few times that the large truck or RV in front of me would use the pull-outs.
- Ditto

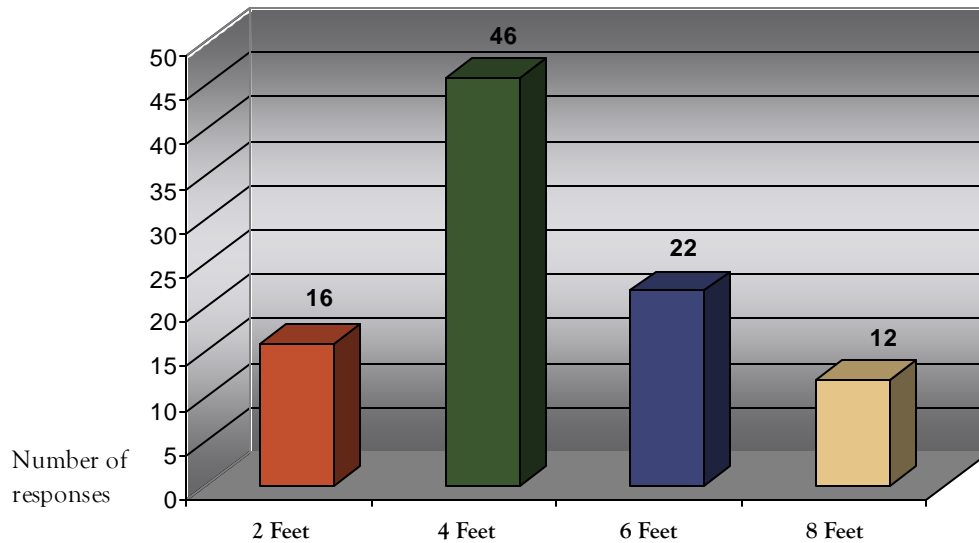
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Widen Shoulders



If you would like the *Widen Shoulders* solution to be carried forward, which would you prefer?



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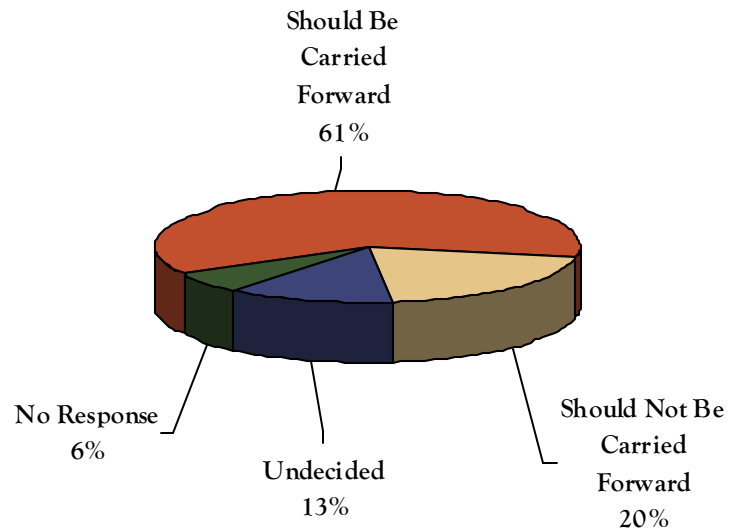
Comments on Widen Shoulders:

- Yes, if it can provide bicycle paths.
- Would be destructive to visual qualities.
- Where possible so slower traffic can pull over or they can also be used as scenery pull outs.
- This would negatively alter the character and feel of the road.
- This should differentiate between paved and non-paved shoulders. In some instances, widening shoulders would be easy and makes sense, in others, it would be almost impossible (i.e. Hogsback) and shouldn't be encouraged.
- Shoulders should be widened only along the straight stretches
- Public safety should determine this.
- Possibly. Widening the road, however, does not "maintain the character" of the road.
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Only to accommodate a "bike lane" or to allow bikes a portion of a wider shoulder.
- Only if necessary to safely accommodate bicycles.
- Need an EIS
- Limit shoulder widening to areas where specifically needed and limit width so as not to alter character of paved roadway
- In some areas
- DO NOT WIDEN! PERIOD!
- concerned with widening the road
- Absolutely not.
- Absolutely not, as doing so requires major reconstruction on beautiful and sensitive areas. Definitely not on the Hogsback.

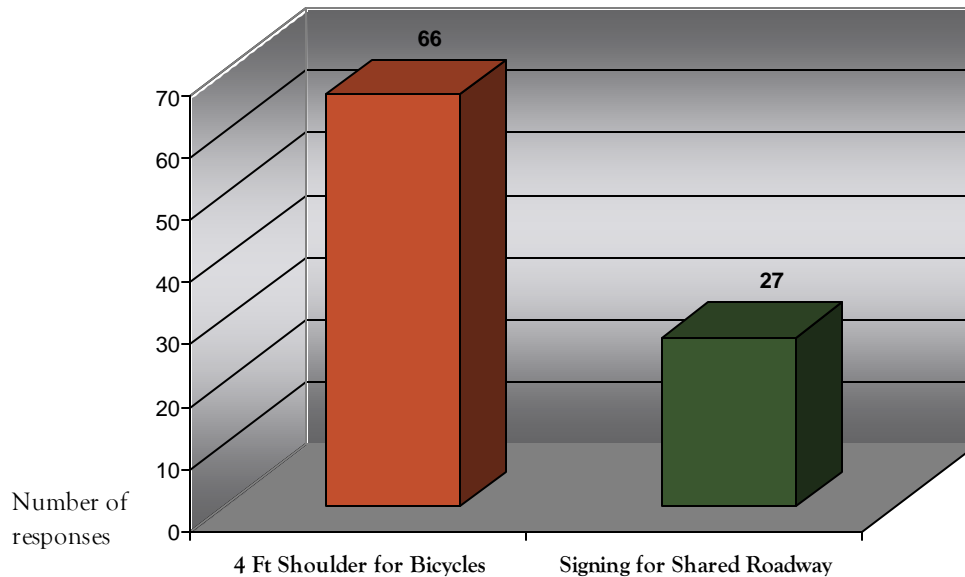
SR-12 Environmental Study

ESCALANTE TO BOULDER

Accommodate Bicycles



If you would like the *Accommodate Bicycles* solution to be carried forward, which would you prefer?



SR-12 Environmental Study

ESCALANTE TO BOULDER

Comments on Accommodate Bicycles:

- Yes, This should be a high priority.
- Where you can
- Very important as bicycling is increasing.
- This would be good where it is feasible.
- This should be done with signage to make drivers more aware of the the Josie Law and "Share the Road" campaigns which would have state-wide benefits.
- The road is dangerous enough when you have never driven it before. I don't think it would be safe to accomidate bicycles, because there is always going to be that jerk that doesn't stay on the bicycle path. I've seen this cause major accidents.
- Some parts of the highway may readily accommodate a bike area, but don't destroy rock and vegetation just to provide a bike path.
- Providing access and improving safety for drivers and cyclists while encouraging recreation and reducing pollution along this scenic corridor should be a high priority for this project. Simply signing as a shared roadway doesn't seem to address safety issues as well as a wider shoulder or a separate path, but it seems worth the effort to explore several options.
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- No way.
- Need an EIS
- most definatley, alternative ways of traveling and enjoying this road should be encouraged. This would also be a popular tourist draw. This could be a modle project in Utah for bike /car road sharing
- Maybe shoulders can be widened where the speed limit is 55+ mph, and rely on pullout, etc where speed is 35 mph. Need both the shoulder and the signs.
- Make the "old" road from Escalante to Bowington lookout a bike path.
- Increase shoulder width only where necessary for safety, otherwise signing for shared roadway.
- I'm not a bicyle rider, but I can see why they would want to have access to this scenic area.
- concerned that this would require widening road and impacting the character. Consider signing to warn bicyclists (at junction in Torrey and again in Boulder, AND in Escalante -- that considerable segments ahead have no shoulders and poor visibility and that bicycling iis a matter of some risk. Inform motorists of their obligation to give pedestrians and bicyclists ample room, and to pass only where legal and safe.
- Bikes what a mess they should have to drive the road with a front car and a rear car and not be allowed to spread the whole 28 miles. They are much more dangerous than a cattle drive and they have to have a flagger !!!!! They should also be License like all other vehicals on the road. Right now as it is they are a big problem with a bigger one just waiting to happen....

SR-12 Environmental Study

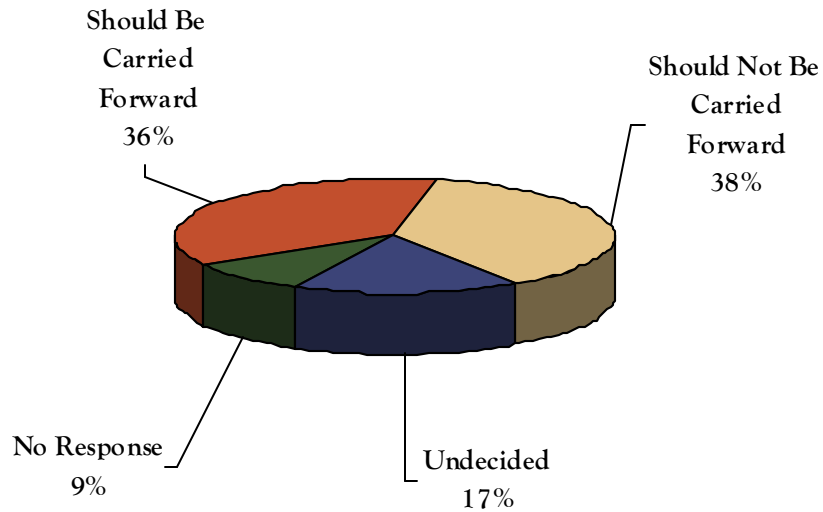
ESCALANTE TO BOULDER

- Bicycles take their chances on any highway! That's an accepted risk. Do not add bike paths
- Bicycles = shoulders = wider road. See above.
- Absolutely not, bicycles would become a definite traffic hazard.
- Absolutely Not!!! Those bikes are the biggest hazard on the road! It would take widening the entire road, and I think that would be an utter waste, I would hate to see a monstrosity such as the one through Red Canyon anywhere else!
- A separate bike path should be created off the road.

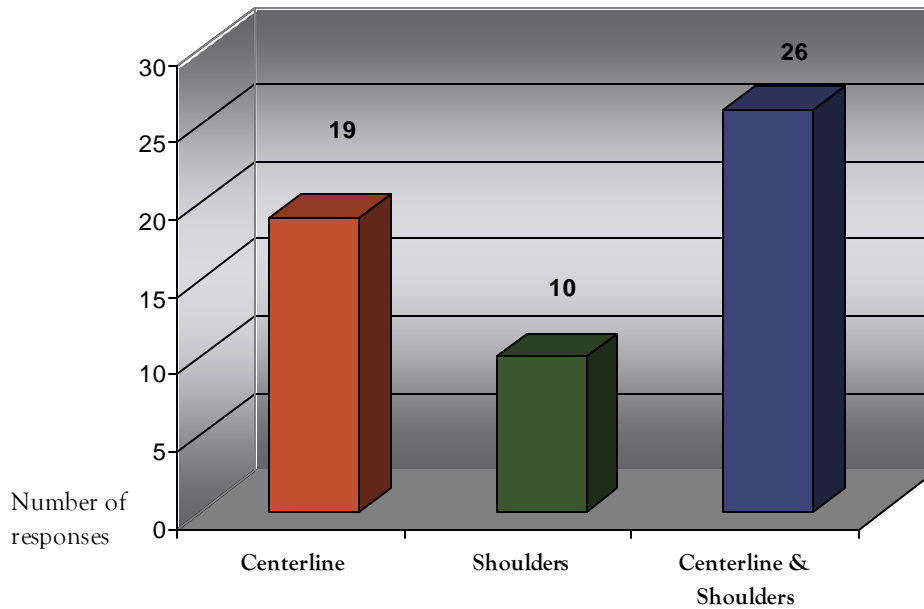
SR-12 Environmental Study

ESCALANTE TO BOULDER

Add Rumble Strips



If you would like the *Add Rumble Strips* solution to be carried forward, which would you prefer?



SR-12 Environmental Study

ESCALANTE TO BOULDER

Comments on Add Rumble Strips:

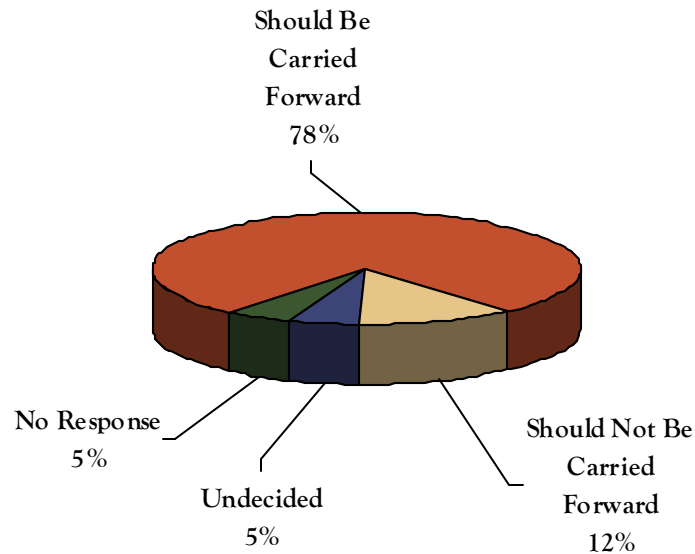
- Yes but do not widen the road to do this.
- would these go into existing pavement, or necessitate a wider shoulder?
- What is a rumble strip
- These are irritating, sometimes surprising, and can be dangerous for these reasons. Forget it.
- The rumble strips are a pain for cyclist. As debris collects on the shoulder, a cyclist prefers to ride left of the rumble strip.
- Rumble strips are often a hazard to cyclists, sometimes forcing them to move out into the lane of traffic when the shoulders have obstructions or debris in them.
- Rumble strips are VERY BAD for cyclists. Please don't do it!
- Public safety should determine this. Do a lot of people run off the road due to a lack of rumble strips? If so, they should be added.
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Not compatible with bicycles!
- Not a bad idea. It's a passive gesture for safety, one that isn't too blatant. I agree with this approach.
- No.
- NO! Please no!
- Need an EIS
- I think these would alter the character of traveling this highway. Both from a driving experience, and from the perspective of how those things sound to non-motorists who are hiking or sight-seeing near the highway. They seem to be most appropriate for higher speed, higher volume highways than this one.
- I believe this is an effective technique to get the attention of a driver who is not watching the road.
- Extremely supportive of this option! This is a very effective way to encourage drivers to stay in their lane and not cross into oncoming traffic. This should be implemented state-wide on all Utah canyon roads, not just Highway 12.
- Especially if accommodating bikes
- Adding a rumble strip may endanger bicyclists because cars would be less likely to swerve around bicyclists.
- absolutely not. This are very dangerous for bikes and can be for cars as well. there are other, better , methods to alert drivers. Raised center-line strips are one idea that works but does not impact safety.

SR-12 Environmental Study

ESCALANTE TO BOULDER

Provide Passing Opportunities by Adding Pullouts

(bulbs that would allow slow moving vehicles to pull aside)



Comments on Provide Passing Opportunities by Adding Pullouts:

- yes, but only in areas where extensive blasting/cutting would not be needed; post signs requiring slow vehicles and cyclists to use pull outs to let others past
- Will these just result in sight-seeing pullouts, leaving no room for other, usually large RV-type vehicles?
- Vehicles that should use pullouts rarely do. This would only be effective it was required by law to use pullouts, as in Oregon.
- This would be a good idea but not too many cause then you have slow people on the road who go so just to get to the other one but a few would help
- This should be studied very carefully to find location that fit with the terrain and don't require cutting or altering the natural landscape
- This is greatly needed!
- These pullouts work for cyclists to "duck" out of traffic.
- Strongly Disagree. I have never seen anyone speed on the road between Escalante and Boulder. People dawdle, ramble. The only person who drives with intent, even, is the UPS driver - and that's because he drives the road every day. He knows it like the back of his hand. He has never passed me, never sped that I've seen. Again, widening and adding pullouts causes distraction from the scenery as well as changing the character of the road. I think having pullouts can lead to more accidents, re: vehicles pull over or pull back into traffic without using signals.
- Several already exist, an additional one or two could be helpful.

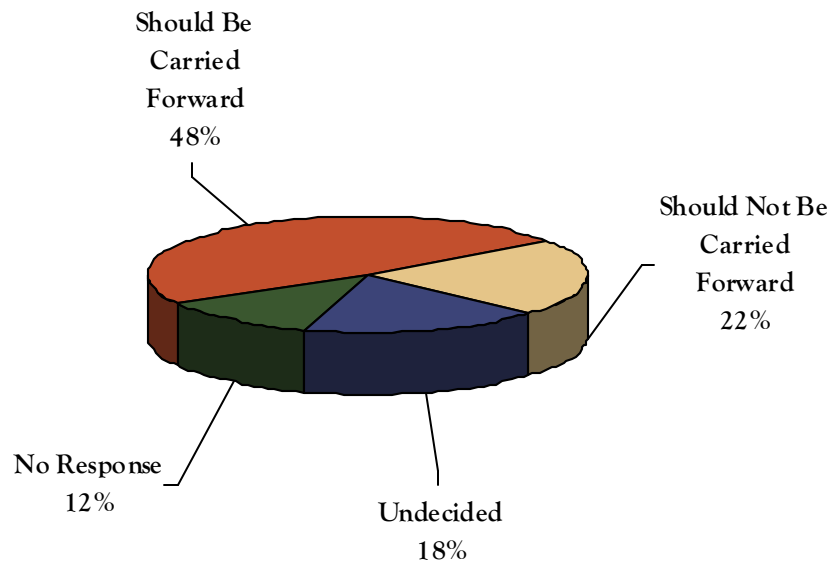
SR-12 Environmental Study

ESCALANTE TO BOULDER

- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Not lanes, just pullouts for slow traffic.
- No. There are sufficient ones already. You don't have to go too far before there is a passing or pull-out opportunity.
- No just set a reasonable speed limit.
- Need an EIS
- Lowers frustration and increases safety while minimizing impacts to the character of the road.
- If this was limited to only two or so areas. One problem with this "solution" is that many drivers do not avail themselves of the pullouts.
- If it is cost effective.
- If accomplished with aesthetics as a priority.
- I think a few more pull-outs would be a good improvement.
- Good idea for some limited locations.

Improve Speed Transitions

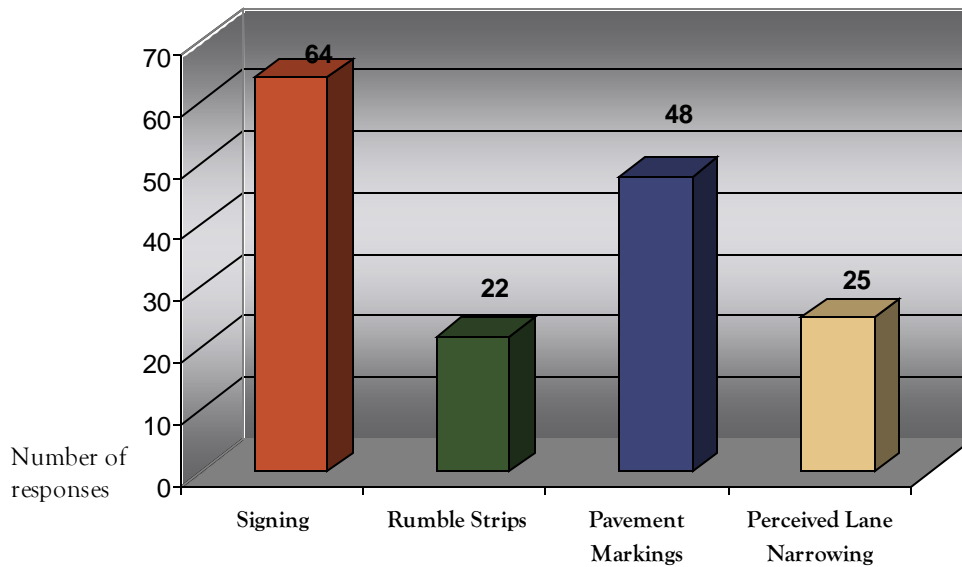
(between high speed and low speed areas)



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ESCALANTE TO BOULDER

If you would like the *Improve Speed Transitions* solution to be carried forward, please indicate your preferred method(s).



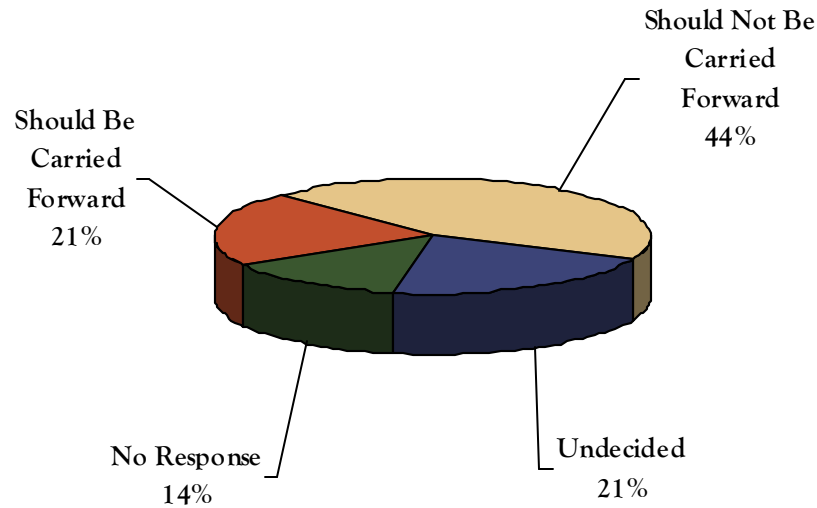
Comments on Improve Speed Transitions:

- Yes, or more constant speed limits.
- with better signs
- Something like UDOT has done on the Blues would be effective.
- Primarily to be handled with signage and speed limit adjustments.
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- People don't abide by these anyway. Why force them to break the law?
- No.
- No the road seems to work just fine
- need more information
- Need an EIS
- Just sign
- Is there a "high speed" area on this road???

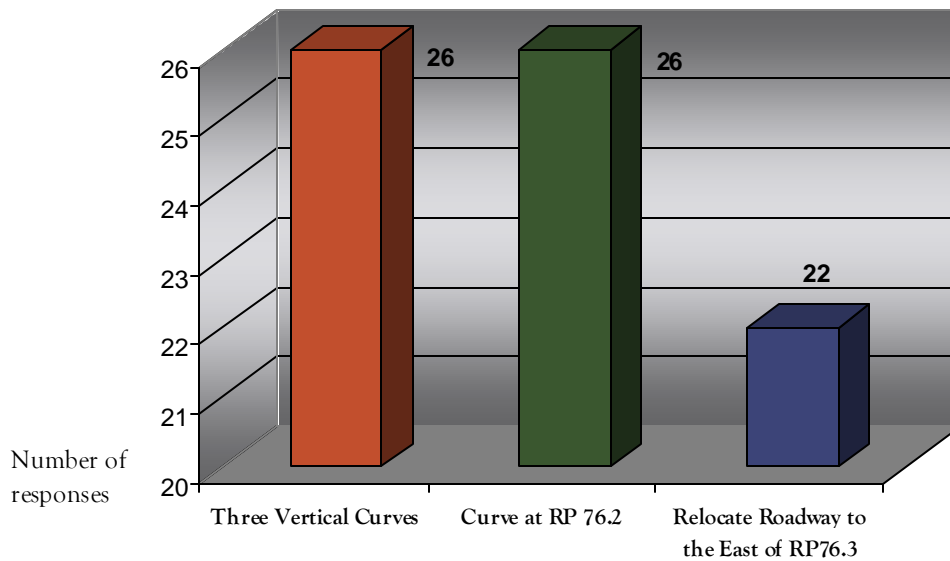
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ESCALANTE TO BOULDER

Flatten Curves



If you would like the *Flatten Curves* solution to be carried forward, please mark all locations you would like to see improvements take place.



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ESCALANTE TO BOULDER

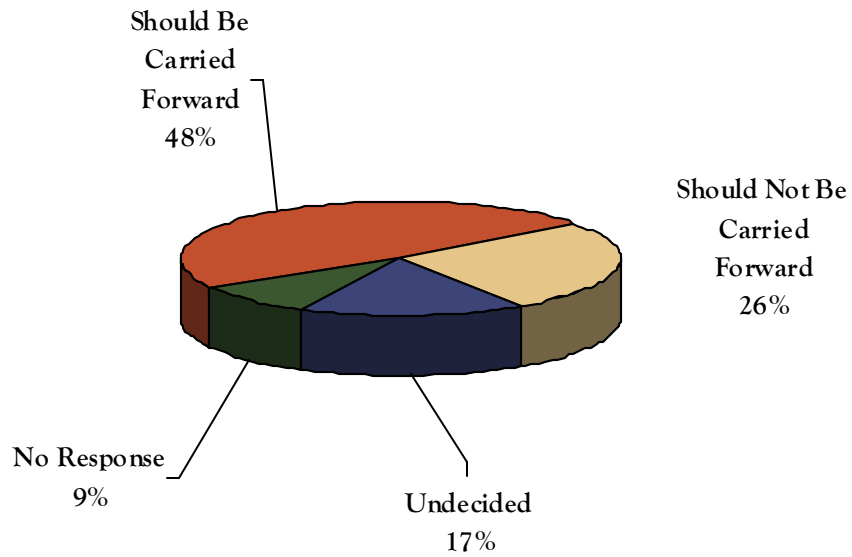
Comments on Flatten Curves:

- yes flatten curves cause i am scared of that road i close my eyes and sometimes i want to walk accros it it scares me cause the turns are like scary!
- What's a curver?
- This road is a state treasure, the more you change the more you take away from that treasure.
- The road is so beautiful because of the curves. The road conforms to the landscape rather than straightening the road to plow through the landscape. The enhance one another.
- The curves are vital to the character of the road. They also make the road seem a bit scary, which prompts people to focus more attention on driving carefully.
- The beauty of SR12 is that it contours with the landscape. Keep it that way.
- Please!!! do not even consider this
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Not strong opposition. I think we drivers should slow down.
- NO!!!! If you flatten curves, you increase speed potential. Totally cross-purposes with trying to enhance safety. Bad, bad idea.
- NO NO NO.
- Need an EIS
- Modifying the speed limit could address this safety issue. Part of the beauty of the drive is the winding nature of it.
- Improve existing with as little undue disturbance as possible
- I think straightening the road would adversely affect the character of the scenic drive & cause considerable environmental impact
- I feel the curves are fine as they are.
- have people slow down
- Give me a break
- Don't mess with the character of the road.
- Don't have info on locations suggested.
- absoulty NOT!! Keep it just as it is.
- Absolutely not!

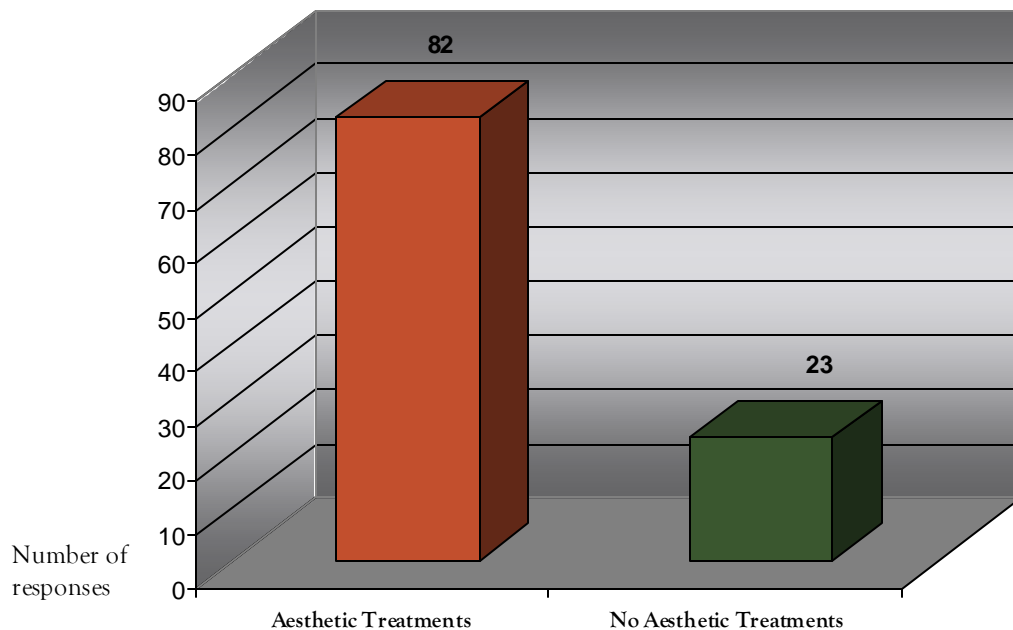
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ESCALANTE TO BOULDER

Provide Barrier in Selected Locations



If you would like the *Provide Barrier* solution to be carried forward, please indicate whether aesthetic treatments should be incorporated into the barrier.



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ESCALANTE TO BOULDER

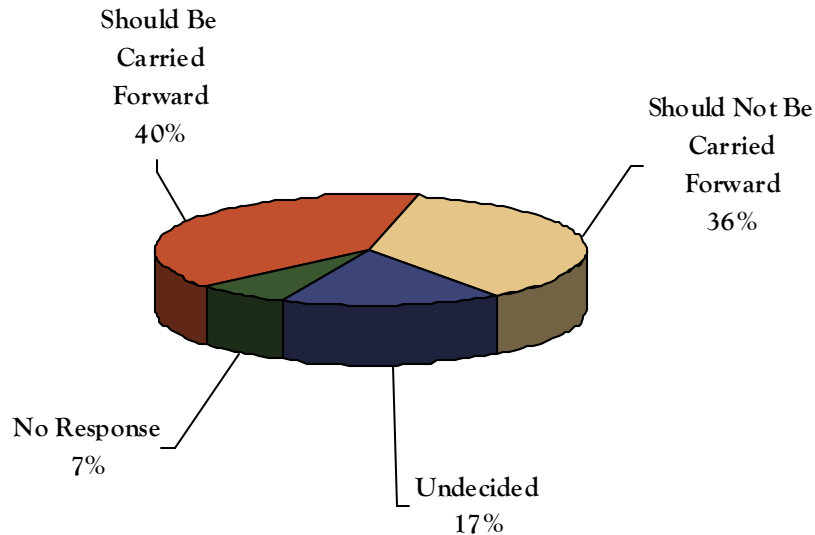
Comments on Provide Barrier in Selected Locations:

- Yeah this would be nice cause i know that if you get going fast and make a turn and run off the road but if they have them they would help us from falling off the road
- Where? Can't answer.
- Where it is needed and does not affect the view
- this may be nice nearing the urbanized towns to slow traffic and provide extra saftey as well as enhance the design of the main streets
- See above.
- Remove God-awful concrete barriers along Hogback over Calf Creek. If you feel you absolutely have to have something, choose a barrier like the only over Hell's Backbone that you can somewhat see through.
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- only if low and unobtrusive
- Only if aesthetic
- Not enough traffic to justify expense and damage to visual quality issues.
- NO.
- No you already have the signage to indicate this danger. Barriers will distroy the view.
- Need better design ie stone appearance.
- Need an EIS
- Minimize visual intrusion.
- Make aesthetic improvements to exiting and new barriers to make them look like sandstone and blend in with the landscape.
- If they would be effective.
- Ditto
- Current barriers above Calf Creek Campground are all that are needed.
- Aesthetic barriers at 3 or 4 places overlooking Calf Creek.
- Actually, I'd suggest that we replace the existing barriers. And in several instances, making improvements to the travel surface and width would replace the need for barriers. I am not suggesting any additional barriers beyond those in place.

SR-12 Environmental Study

ESCALANTE TO BOULDER

Improve Sight Distance



Comments on Improve Sight Distance:

- The cost to do this out weighs the added safety it might accomplish.
- That means you have to remove earth....HELL NO!
- See above.
- probably not, unless this can be done with minimal impact to the roadside and the overall character. The issue here is people wanting to race through a road designed for slower traffic.
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Oh yes this needs to be done if you took the roads and made them more stright it would save time and accident rates would go down and it would make for a so much better trip
- Not strong opposition. I think we drivers should slow down.
- Not at the cost of removing landscaping/vegetation
- No! These "dangerous" obstacles actually help control speed in their own right. People are much more prone to drive safely in an area they perceive as being above-average hazardous. Don't help the speeders. You'll only increase potential for accidents and increase the need for more warning signs. Don't fight against your own aims.
- NO NO NO NO!
- no altering of the cooridor, modify saftey with speed reductions or other methods
- need more information

SR-12 Environmental Study

ESCALANTE TO BOULDER

- Need an EIS
- Main canyon turn
- It sounds like you all want to put in a completely different road, we need to remember that the road the way it is is what gave it its scenic character!
- Improve existing with as little undue disturbance as possible
- Ditto
- Absolutely not! This would destroy the character of the road and the area!

SR-12 Environmental Study

ESCALANTE TO BOULDER

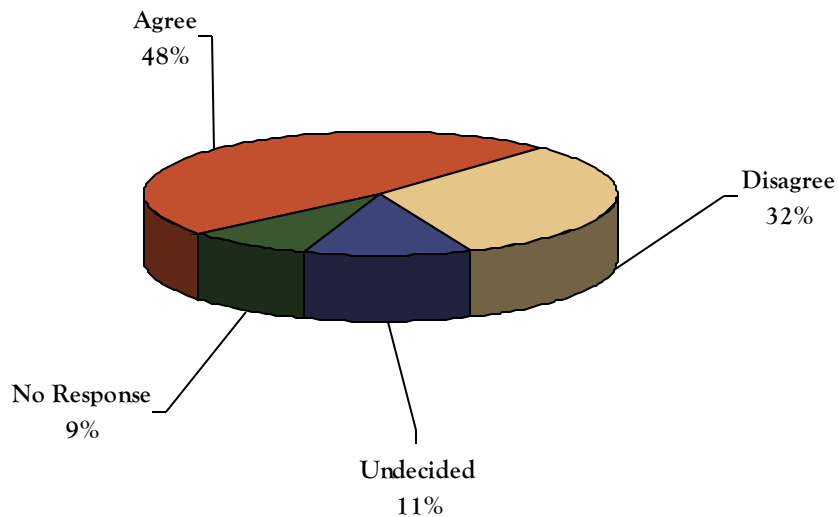
Possible Solutions *Not* to be Carried Forward

I Agree (Should Not be Carried Forward)

I Disagree (Should be Carried Forward)

Undecided

Restrict Bicycles on SR-12



Comments on Restrict Bicycles on SR-12:

- Warn that bikes may be present. Bikers know they need to be the responsible ones to watch for and avoid the cars.
- This double negative is confusing. But I think I'm saying that Bicycles Should NOT be restricted.
- There should not be any bicyclists on this road. They would most likely get in the way. I just don't think it's a good idea. May for bikers, but not for the people driving cars.
- The most scenic Hwy in America should not restrict certain groups of legitimate users who are welcome almost everywhere else on the nation's roadways. Bicycle touring groups are a vital part of the local economy and are responsible users of the roads. Conflicts with automobile traffic generally only occur where the roadway has critical defects, such as no shoulders or dangerous curves or grades. A properly designed roadway can safely accommodate the full range of legitimate users of the roads.
- The instructions on how to respond to this are unclear. The solution of restricting bicycles should not be carried forward.
- The country is too beautiful and unique to restrict the bikes.
- restrict until safer conditions are in place
- Restrict Bicycles

SR-12 Environmental Study

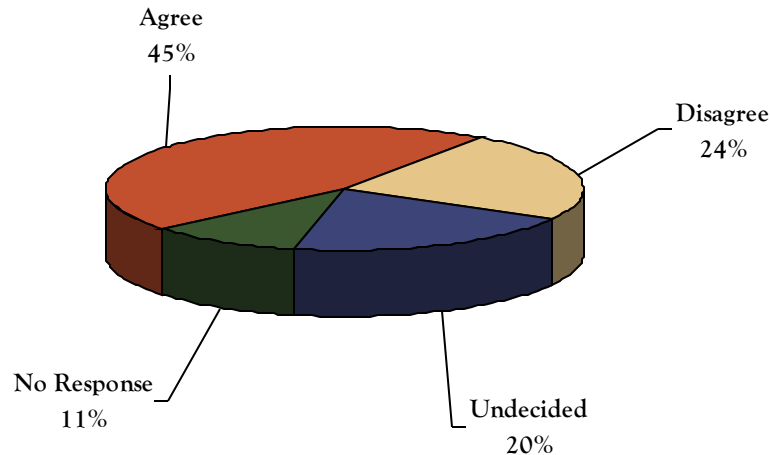
ESCALANTE TO BOULDER

- Provide more shoulder and share the road signs
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- NO NO NO They are so important to the economic vitality of the area. We need economic growth. Think of how many people come back with there families in later years remembering Hwy 12!
- Need an EIS
- it's too hard to watch the road people off the side of the road and the bikes.
- it's to hard to look out for bicycles and other people and stay on the road.
- If proper shoulder improvements cannot be made to accomodate bicycles, then they should be restricted.
- I think this would be the best cost-effective idea to this problem, although I do not think the majority of the public will view this the way I do.
- I don't see where bicycles are a problem.
- I am a cyclist. However, this is a RURAL road, with rural character. Let's keep it that way. We don't need to accomodate bikes.
- Educate the cyclists at the visitor centers. Add a FEW signs on the road for motorists to be aware.
- Don't restrict cyclists. We drive cars too.
- can you restrict? I would think enforcement woould have to start at Torrey and the junction with SR 89 to be effective
- Bikes should have thier own separate path.
- Bicyclists are a HUGE problem on such a narrow road way. Hwy 12 is becoming more and more a destination for bike so maybe a solution is a "bike path" for all of Hwy. 12. A HUGE cost but probably a LOT safer. Signage is also a must.
- Bicycleists should just accept the risk. Dont make any changes.
- Always dangerous
- Allowed only certain times each day.

SR-12 Environmental Study

ESCALANTE TO BOULDER

Build a Bypass Around SR-12



Comments on Build Bypass Around SR-12:

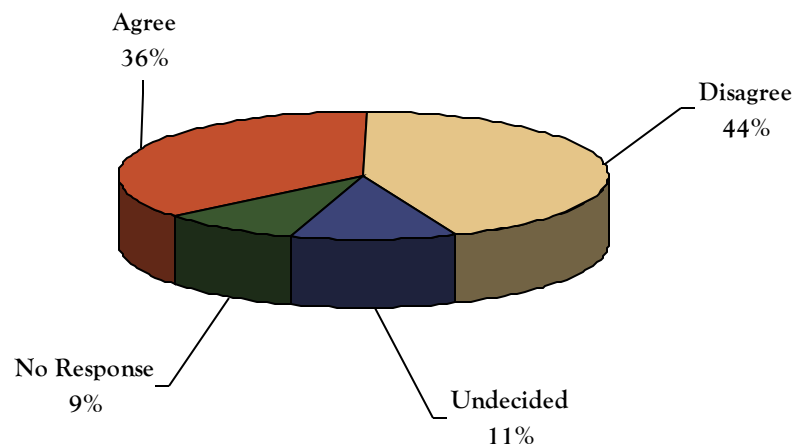
- What does this mean?
- Building a bypass should not be carried forward.
- The Bypass idea would not be acceptable. Keep the Old Boulder route as is.
- Silly
- seems like an expensive effort. I agree that this should not be carried forward
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- No way. Another road is not needed. Roads bring trash in all its forms: literal garbage on the side of the road, trash in the form of gas stations, and dead wildlife. The rural nature of the area is why the locals live here and why tourists come to see. I DO NOT WANT THIS AREA TO BECOME ANOTHER MOAB.
- NO NO NO. Worst idea I have ever had. We need people to come through here We are already isolated enough. Don't make it worse
- NO changes
- No
- Need an EIS
- It exists: it's called HWY 89. Please.
- If this means an alternate route, then yes, if it means changing SR12 then no.

SR-12 Environmental Study

ESCALANTE TO BOULDER

- If the cost of sufficiently improving SR-12 is similar to the cost of a new bypass, then a bypass should be constructed. This would allow for "window recreation" on SR-12 while providing a reasonable throughfare for local residents and those wishing to arrive at their destination in a reasonably timely manner.
- If it is an option. Bikes and car do not run together without accident.
- Do NOT Build bypass
- Around the whole thing? Wowzers.
- absolutely not!
- Absolutely not! Far to expensive of an alternative.
- A wonderful solution, please do this instead.

Accommodate Bicycles by adding a Separate Bicycle Path



Comments on Accommodate Bicycles by Adding a Separate Bicycle Path:

- Where possible that would be nice, but cost and ROW could be a problem
- Where possible
- What a waste of money that would be!
- Way too expensive I'd think.
- Too intrusive for the topography. Bikes will need to share space.
- Too expensive for how little it would be utilized.
- This would be an absolute winner for tourist attraction and activity for visitors. In the long run it would be the best money spent.
- This is not a resort. Red canyon already has that.

SR-12 Environmental Study

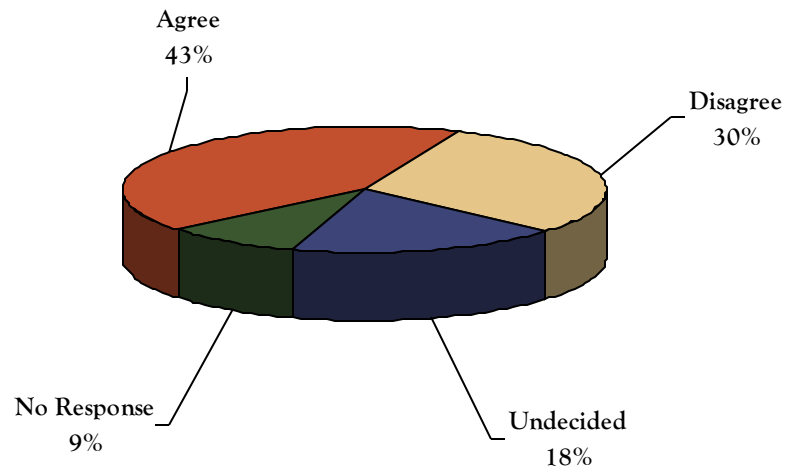
ESCALANTE TO BOULDER

- This would be very expensive. Is the money there? Secondly, it would have some adverse impact on the environment-how much, I do not know; but certainly more than widening the shoulders to accommodate bikes. It would be safer and obviously better for the bikers.
- this is a very viable option for reducing conflicts and increasing safety while also improving recreational opportunities
- this could work through towns but may not work though the whole corridor, this idea could be incorporated into the big picture of how to accommodate bikes
- Please carry this one forward.
- possibly in certain areas?
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Perhaps in a few sections a parallel bike path could be incorporated into the plan for safety or aesthetic reasons but bicycles are legitimate users of the road and should not be denied access. In addition, bike paths are often not on the state right of way and often on BLM or Forest Service land which means that touring groups such as clubs, commercial tours or special events can only use these paths under special permit from the appropriate entity. This can significantly affect the public if they are not allowed to use the path because of a lack of a permit. The Red Canyon Bike path is a perfect example. Almost any organized event or outing requires a permit on this path and the agency involved is often unfamiliar or uncomfortable with the process to issue a permit. This either creates an undue burden on the activity to obtain the permit or causes those involved to ignore the permit process and go without. These are the only alternatives as there is no alternate route available. This observation is offered from personal and ongoing experience on this matter.
- Only where feasible
- only if a shoulder is created. If no shoulder, then create a separate bike path.
- not needed. The places where the road is the narrowest, is Where the speed is slow
- No.
- NO changes
- Nice alternative to shoulders
- Need an EIS
- In certain segments, this could work nicely.
- I fully agree with having a bike lane but only separate if it can be done without extensive environmental disruption to the corridor.
- Fuel and other transportation taxes pay for the current SR-12 maintenance (and possible expansion). It seems only fair that costs for additional construction be offset by recreational bicycle use, if the plan to allow bicycles is implemented.
- Do NOT build Bike path
- A separate bicycle path would be great but it has a down side as well - lots more surface disturbance to accommodate it.

SR-12 Environmental Study

ESCALANTE TO BOULDER

Improve Animal Control with Wildlife Fencing or Crossings



Comments on Improve Animal Control with Wildlife Fencing or Crossings:

- Will deer follow the crossing signs?
- Wildlife on or near the roads is part of being in the GSCENM
- This is the one improvement i would welcome,the amount of animals i have seen wandering at dusk on SR12 is astounding
- Please carry this one forward.
- Reduce and enforce speed limit!
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- No livestock trailing on SR-12
- No changes
- Need an EIS
- I've never seen a stretch of that section of highway that has a big problem with animal crossing.
- I've never been convinced this works. I'd prefer leaving the area fenceless as much as possible to preserve the wild look of the area.
- Is this a large problem? Most of the hazardous animals (deer, elk, livestock) are at higher elevations during the peak visitor months. Fencing would only inhibit natural migration, distribution and foraging for these animals during the season when they are most likely present.
- I think a fence along the entire highway is absolutely ridiculous.
- I only disagree because I don't know whether those devices are effective.

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ESCALANTE TO BOULDER

- I never see any animals now. Don't waste money
- Fencing impedes age-old travel routes. I think they cause more harm than good. Animals get caught up in them.
- Fences are ugly! Wildlife is part of nature which people have come to see. Cows and their grazing allotments should not be near the roads and should be removed. Hitting a cow versus a deer with a vehicle are two entirely different levels of impact. Rarely does a deer kill someone. A cow is a different story.
- Fences are ugly! Wildlife is part of nature which people have come to see. Cows and their grazing allotments should not be near the roads and should be removed. Hitting a cow versus a deer with a vehicle are two entirely different levels of impact. Rarely does a deer kill someone. A cow is a different story.
- Don't have data. Fencing could be unsightly and conflict with natural character of highway.
- Do NOT add fencing
- Cows on the road are always a bad idea. The 2-ton mobile obstacles in the road are almost as dangerous to drivers as their manure is to motorcycles and light cars. This is a state-wide problem. Not just around the Highway 12 area.

Do you have any additional comments or questions?

- Wider roads are critical for safety.
- Widen shoulders between 2 and 4 feet. Accommodate bicycles with 4-foot shoulders and/or signing for shared roadway.
- While I agree that safety is a primary concern, I hope that the changes will be held to the absolute minimum. Please leave SR12 unchanged as much as you can. Thank you.
- We have concerns for those that will be coming off 12 at the 55 mi marker as the turn is on a corner, more than a 45 degree angle and drops down. Also there is no signage that would even suggest that this is the road to Widsoe, Baukar Reservoir & Lakes etc. A sign would help those traveling east prepare (but is only a stop gap measure) and would help our guests coming to the inn.
- Utah highway 12 should not be changed. It is one of the great backroads of America, and anything done to it will ruin its character.
- Trying to accommodate today's large, fast vehicles on this type of remote and scenic roadway meets with disastrous results, i.e. increase in fatalities and unstable road bed. Witness Beartooth Highway in Montana between Red Lodge and Cooke City (NE entrance to Yellowstone Park).
- This road can be made a lot safer with widen shoulders and turns without a lot of impact on the beauty of the drive
- This plan was over-whelmingly opposed by the vast majority of citizens in Escalante and was rammed down their throats by the tourism and commercial interests along the highway. This area is already perfect--why can't you just go home and leave it alone?

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- this is a beautiful road as is, leave it alone. what a shame you are using taxpayer money to propose changes to this road when so many other roads in this state are junk and really need improvement.
- There are enough freeways in America where those that wish may drive @ 75mph. Every cool old road should not be "improved". Those locals that sometimes think it would benefit them to improve "their road" may find that if they change what makes HWY 12 special they will actually drive tourism away. Or at least attract the kind of tourism that has many more negative ramifications than they are currently seeing.
- The turn off for the Petrified Forest State Park needs serious improvements: 1) reduced speed (possibly 40 MPH) from west of the turnoff to Escalante 2) possibly a turning lane, at least for eastbound traffic 3) better signage Many RV's and campers have to search for the turnoff, slowing down or stopping, creating an accident prone area. Higher speed traffic (especially from the west) doesn't see slow or turning vehicles early enough due to the curve. This area on both sides of the turn off is also high on deer crossing, making reduced speed even more advisable.
- The Hwy works well as it is and could use a fair amount of aesthetic cleaning, of concrete barriers, ugly signs, on so on. Too much expansion and "supposed improvements" may cause the opposite result.
- The Highway between Escalante and Boulder is so beautiful you should maintain it's current state with only minor improvements, but the bicycle issue does need to be addressed along with better educational information.
- That road can be hairy, downright frightful, in either a good snow or even a rain storm. At the same time, not every place on earth needs to be accessible by a 4 lane highway built for RVs. The character and scenic nature of this place, especially the descent from Boulder to Escalante, is incredible - - and a lot of that is related to the semi-primitive nature of the road and the experience of driving it. I recognize the potential safety issues. But, as with Highway 6 over Soldier Summit, or the road from Monticello to Cortes - - the problem is not so much an unsafe road, but unsafe drivers.
- Thanks for your efforts. This is one of my favorite sections of highway in the USA. It is so beautiful that I have to work to be careful and pay the right amount of attention to driving vs. looking at scenery. Wide shoulders and easy pullouts would encourage stopping and parking to enjoy scenery. You almost need a large warning sign when departing Escalante or Boulder stating that you are about to drive one of the most stunning highways in the country and to be careful.
- Thanks for letting the public have input into the decision making process.
- SR-12 is a scenic treasure. The Chicago Tribune named it the most scenic highway in all of the United States. I would really prefer to leave it as it is ~ but any improvements MUST not impair the scenery. I know visitors to Utah want to keep the highway the scenic driving adventure that it is. Please do nothing to impair its scenic value (and the curves etc. are part of the adventure).
- SR 12 is a scenic road, not a commuter route. It needs to be preserved as such. Adding a bike lane would greatly improve safety, but flattening the road and straightening curves would not. Keep it a "snake trail" and we all will be better off.

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- Spend improvement funds elsewhere and preserve this wonderfully scenic highway section for all to enjoy in its current state.
- Since a majority of the traffic along SR-12 is the result of visitors coming to see all of the Federal National Parks and Monuments, I think the construction and maintenance of this road should be the sole responsibility of the Federal Government (GSESN Monument), and a new less-scenic route should be constructed for use by the local residents (the new SR-12).
- Simple and non invasive changes should be made ONLY with Great care and planning as to not change or impact the natural beauty that is already there.
- Really consider safety and bicycles. This is a natural resource.
- Possible bike routes (trail) off of the main corridor (portion of milk route)
- Please remember that this road the way it is, is what made it so great. I hate to see this area transformed into something that it simply is not! These are rural areas, with small towns and limited resources. I also hope that you take a good look at actual visitation and not over do things.
- Please protect the scenic beauty of highway 12 and keep the old CCC rock work intact.
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable. You know that was going in, right?
- Please keep me posted on additions to this project.
- Please do as little as possible. Part of the experience of the landscape is driving on the road as it is. Where there is room, passing "bubbles" could be added.
- My greatest concern is that many more pullouts should be constructed. There are far too many slow moving vehicles which make passing in unsafe areas too tempting for travelers.
- Maintain the scenic character of HWY 12, where possible.
- Mainly the right of way and wider roads.
- Leave it be as much as possible. Improvements bring more traffic, and rarely improve the driving experience.
- keep the feel of highway 12. It is why most people I know travel this route. Boulder Utah should remain the same. Please do not improve the intersection at Burr Trail if possible. Thanks
- It is imperative that this roadway be brought up to current safe standards for cyclists. Utah in particular and our State and National Parks in general are way behind the curve in providing for this important user group. Cycling offers one of the most enjoyable ways to experience our public lands with the least amount of impact, yet cyclists are often at a disadvantage on our public lands. 2 cyclists on bikes will pay as much or more than a 10 ton 60 ft motorhome to enter many of our parks. Usually there are poor and narrow roads with no shoulders for cyclists to ride on even though we are paying full fare. State Route 12 is a very popular cycling route, please take the initiative to provide for this legitimate group of users of our roads.
- Improvements should be limited to low impact. Greatly changing the nature of SR12 will detract from what makes it so special.

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- Please leave this road as intact as possible. The more it is widened, flattened, expanded, the more it looks like every other road in the country. If it seems unsafe in spots, I claim that acts as a self-motivating brake on speeders and inattentive drivers. Don't change that! Signs should be only those that are absolutely necessary--they block the view, they make you feel like your mother is yammering at you from the backseat, and they are generally ignored anyway.
- I'm wondering what "build bypass around SR-12" means.
- I'm not sure what you're fishing for, but I trust implicitly the judgment of our local crew. They are experienced at their jobs, on this road in particular, and are level-headed, rational men. Their opinions should be considered first of all.
- I would like to emphasize three things: 1. In general, a passive, not-in-your-face approach to any improvements is encouraged 2. Please do maintain the current integrity of the road. 3. This is one of the most rural areas in the lower 48. UDOT has a fair amount of power in keeping it that way or not. Roads bring people: build it and they will come. In general, the locals don't want it built - we don't want "them" to come!
- I used to live in Wyoming on a curvy and hilly, paved, farm to market forest service road. As more people built homes along the road the issue of 'safety concerns' on this road began being brought up by our county commissioners. Some people were especially concerned about winter driving conditions since the road was so curvy and it was often snowcovered. Occasionally people did go into the ditch in the winter but there had never been any serious injuries or fatalities since you had to go slowly BECAUSE of the curves. Eventually, against the wishes of the majority of the residents, the road was widened and straightened to improve sight distances etc, to make it 'more safe'. The speed limit was left at the previous limit of 35 mph, but since the road was so much easier to drive of course people started driving faster. Serious winter accidents increased and while there has not yet been a fatality (that I know of) I fear it is only a matter of time. I share this with you because along unusual roads, straighter and wider does not necessarily mean safer. I think this applies to highway 12.
- I traveled UT 12 the first time ever last year and like it the way it is... speed limits, rural nature, quality of road, safety. See no need for major change. Hope to return this year and subsequent years and don't want to see heavy enforcement, construction, modification. Would be a waste of money.
- I travel this road on a frequent and regular basis, and even during times of heaviest use, such as holiday weekends, I've never seen any significant problems with traffic flow and safety that couldn't be resolved with education, signage and rumble strips. The cost of additional construction and the inconvenience of the construction would be far more destructive to one of the greatest scenic highways in the nation. Please leave highway 12 alone!
- I think this road needs to be widened at least four feet on each side I think this would make for a better trip and a safer one it would just be nice to have this road rebuilt
- I think that you should clean up the road from here to Boulder... I think that you should put side railings along the road.

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- support keeping SR-12 pretty much the way it is with some minor improvements. Aesthetic treatments should be incorporated where ever possible, i.e. stone design barriers. Leave the Old Boulder Road as is...it is a historic wagon route and should be left as is.
- I guess I'm a minimalist, but I think maintaining the character of SR-12 means doing as little as possible to improve safety. Let's not turn it into a superhighway with a lot of straightening and widening. Do what you can to keep speeds down and traffic calm. I'm in favor of doing what is possible to accommodate bikes - I think this will tend to slow traffic. This is probably the best scenic by way in the State and I think that should be the primary focus of all of the decisions UDOT makes here.
- I don't think that there should be a stop light. I also don't think that there should be a pilot car.
- I don't like the idea of a stop light on there. I also don't like the escorting idea. I think that the main problem is that the road needs to be widened
- I do believe by widening the road, to 4 feet on each side, will make this road safer to travel but also less nerve wrecking.
- Get it done and encourage the use of bicycles in this area
- Don't change or add barriers to the hogback
- Design the road based on the speed established for that segment, don't sign 35mph on a road designed at 65mph.
- Dear Sirs/Madams, Please do nothing to upset or ruin this cherished road from its present state. Many times over the years, I've traveled for my summer vacation by car and by motorcycle from Vancouver British Columbia Canada over the 1900 miles it takes to get from my home to this lovely area of your beautiful state. I have camped, hiked and traversed as much of Southern Utah as possible within the three weeks I am allowed every year. Bryce Canyon, Coral Pink State park, Zion, Escalante staircase, the petrified woods, Moab and all the other many wonders I have not listed from the Southern Utah area is what I love to explore and experience, but without a doubt One of THE! highlights of my many trips there is to ride or drive SR-12 from end to end. I never miss the opportunity to experience this lovely road. The way it conforms to the canyons, rivers and mountains.... instead of the other way around is why it is a joy to experience. Please step back and reconsider what you are proposing to do to SR12, Do you want to make it into another straight boring interstate? without the ability to pull off and explore? There has to be a way to service this area without destroying one of its principal charms....being SR12 itself. I found out about the action you have proposed via a thread on a motorcycle touring website of over ten thousand members that I belong to. What you have proposed has dismayed all the many members who have ridden that route on a tour, not one of the responses is positive to the changes you have proposed. Is this the image that Utah now wants to project to the people that visit your state....a nuke and pave outlook, instead of the current one, that it tries to live in harmony with the natural surroundings instead of bulldozing over them. Please reconsider this proposal. Best regards, Eric Lemessurier Delta, BC. Canada

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- As you know, this IS one of America's most scenic drives. I don't support options which would increase speed or which would involve moving the existing road over to a new alignment. I think for the most part, the existing alignment could accommodate the things necessary to improve the road.
- Are there any proposals for restricting or eliminating the movement of livestock along SR-12?
- An EIS is required for your efforts to turn SR 12 into a larger tourism highway. Let us know when you finally realize to do an EIS.
- Again, the future use of this road must be recognized esp. for motorhomes and bicycles. This area will continue to grow and the need of these 2 extreme sizes must be addressed for safety sake. Thank you for all your time and energy. You are all much appreciated. Harriet Priska, secretary for Envision Escalante
- A bypass of r Hwy.12 is really unrealistic. VERY costly. The bikes are becoming more and more of a problem and it is only going to get worse. Pull-outs, maybe some more signage and facilities stating what people are looking at will only enhance their stay/visit to the area.